(e) whether Indian Airlines which has a massive set up, has expressed its inability to offer such facility to private operators ;

(f) if so, what are the reasons therefor ;

(g) what is the extent of expenditure incurred by the operators of private air taxis by sending their aircrafts abroad ; and

(h) what would have been the earnings of Indian Airlines in case they had offered such facilities to the private taxi operators ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) No such proposal has been received so far.

(c) There is no wet leased aircraft with any of the Air Taxi operators.

(d) Does not arise.

(e) and (f) The existing facilities in Indian Airlines are at present needed for maintenance of its own fleet and to provide maintenance assistance to Hindustan Aeronautics Limited and Air India.

(g) The amount spent on maintenance of aircraft by different Air Taxi operators are not known.

(h) Does not arise in view of (e) above.

Operation of Flights between Delhi and Bombay

3915. SHRI CHIMANBHAI MEHTA :
SHRIMATI RENUKA CHOWDHURY :
SHRI G. G. SWELL :
SHRI ANANTRAY DEVSHANKER DAVE :
SHRI SARADA MOHANTY :
SHRI SOM PAL :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that as many as 235 flights operate between Delhi and Mumbai per week, leading to total load factor of less than 55 per cent for all airlines which is not the break-even for viable commercial operations, as reported in the 'Observer', Mumbai edition of 4th April, 1994 ;

(b) the details about the number of flights on major routes per week and their commercial viability ; and

(c) what was the average number of offtake of passengers per flight during the last three months and residual waiting list per flight of Indian Airlines at Ahmedabad, Hyderabad, Mumbai, Delhi and Calcutta ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Indian Airlines operates 28 flights in a week between Mumbai and Delhi, all of which meet cash costs of operation. Air Taxi Operators connect Delhi and Mumbai by 61 flights per week on an average. They being non-scheduled operators, commercial viability of these flights is not known.

(b) The details of the number of flights per week presently operated by Indian Airlines on the major routes are at Statement I (*See* below) almost all of which meet the cash costs of operations. Air Taxi Operators being non-scheduled operators, operate according to their commercial judgement and therefore, it is not possible to indicate the exact number of flights on major routes and their commercial viability.

(c) The number of passengers carried per flight per day during the three month period (December, 1993 February, 1994) is given at statement II (*See* below). Information pertaining to waiting lists per flight of Indian Airlines at Ahmedabad, Hyderabad, Mumbai, Delhi and Calcutta is not compiled.

Statement I

Details of the number of flights by Indian Airlines per week on major routes

	A-300	A-320	B-737
Bombay-Bangalore	14	7	—
Bombay-Calcutta	7	7	—
Bombay-Delhi	28	—	—
Bombay-Hyderabad	5	13	3
Bombay-Madras	14	3	—
Bombay-Trivandrum	—	7	—
Calcutta-Delhi	14	—	3
Calcutta-Bangalore	—	7	—
Calcutta-Madras	—	7	—
Delhi-Hyderabad	—	14	—
Delhi-Madras	7	7	—
Delhi-Bangalore	—	14	—

Statement II

Average number of passengers carried per flight per day during December, 1993, January, 1994 and February, 1994

	Three months carriage	Average per flt. per day
DELHI/BOMBAY		
IC-186 . . .	11143	124
IC-182 . . .	15900	176
IC-405 . . .	20062	222
IC-184 . . .	15115	168

	Three months carriage	Average per flt. per day
BOMBAY/DELHI :		
IC-181	12476	199
IC-185	15632	173
IC-406	19067	211
IC-183	12669	140
BOMBAY/BANGALORE :		
IC-105	13960	155
IC-109	13565	150
IC-107	10731	119
BANGALORE/BOMBAY :		
IC-106	11962	133
IC-110	14384	160
IC-108	11230	125
BOMBAY/MADRAS :		
IC-972	12842	142
IC-171	11205	124
IC-173	5727	104
IC-594	2350	124
MADRAS/BOMBAY :		
IC-971	9305	103
IC-593	1829	96
IC-172	11833	131
IC-174	6091	110
BOMBAY/CALCUTTA :		
IC-675	10542	117
IC-274	13092	145
CALCUTTA/BOMBAY :		
IC-676	10194	113
IC-273	14862	165
DELHI/CALCUTTA :		
IC-262	3475	79
IC-401	14651	162
IC-264	15735	175
CALCUTTA/DELHI :		
IC-263	15414	171
IC-402	17658	196
IC-261	2306	53
DELHI/MADRAS :		
IC-439	19065	212
IC-540	13309	148
MADRAS/DELHI :		
IC-440	19250	214
IC-539	16619	185
DELHI/BANGALORE :		
IC-803	10529	117
IC-403	16087	179
BANGALORE/DELHI :		
IC-804	11477	128
IC-404	14855	165
DELHI/HYDERABAD :		
IC-940	9456	105
IC-839	12464	139
HYDERABAD/DELHI :		
IC-939	11224	125
IC-840	12097	134

Development and Modernisation of Sahar Airport

3916. SHRI SURESH KALMADI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that officials of the State Government of Maharashtra had recently met the Minister, Civil Aviation and Tourism for resolving the problem of obstruction to the development and proposed modernisation of Sahar Airport ; and

(b) if so, what has been the outcome of the meeting ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Yes, Sir.

(b) The Government of Maharashtra has agreed in principle to shift the hutment dwellers from the areas which are immediately required for operational use and the Government of Maharashtra is preparing a specific time frame action plan.

Committee on Domestic Air Transport Industry

3917. SHRI SURESH KALMADI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that Government have constituted a committee to study the domestic air transport industry, including its fare structure and recommend corrective measures ; and

(b) if so, what are the terms of reference thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir.

(b) Does not arise.